

Remarks

Applicants have made a change on page 18 which clarifies that the intermediate clutch pressure plotted at 112 in Figure 3 is the pressure of the intermediate clutch 109. Also, the amendment at page 18 clarifies that the overdrive clutch pressure is the pressure of the overdrive clutch 90, which is plotted at 114 of Figure 3. To avoid confusion, Applicants have added a sentence at line 27 to indicate that the clutch 109 corresponds to brake B2 in Figures 1a - 1d and B2 or C4 in the case of Figure 1f.

Page 23 has been amended to make it more clear that the Simpson gearset and the overdrive gearset undergo ratio changes that are handled by two coupled closed-loop controllers. The word "both" at line 4 actually is an unnecessary adjective. The elimination of the word "both" does not change the meaning of the claim. In any case, there are two coupled closed-loop controllers for controlling the Simpson gearset as well as the overdrive gearset. The closed-loop controller for the auxiliary gearset, or the overdrive gearset, is shown in Figure 6 at the upper right-hand corner of Figure 6. The closed-loop controller for the main gearset, or the sensing gearset, is shown at the lower right-hand corner of Figure 6. This has been clarified by an insert at line 7 of page 23.

The rejections of claims 12-36 and 38 dealing with formal matters under 35 U.S.C. § 112 has been avoided by the amendments to these claims presented in this paper. A more definite antecedent has been provided for the shift progression recited at line 29. The change at line 29 makes the language at line 29 agree with the antecedent at lines 26 and 27.

The amendment at line 31 makes it clear that the actual input speed is the actual input speed for the one gearset. The change at line 32 makes it clear that the speed error is the error between the desired input speed and the actual input speed for the one gearset.

In claim 12, at lines 8 and 9, the term "a first interactive pressure value" has been changed to "an interactive value" since claim 12 recites only one interactive pressure

value. The changes in claim 12 at lines 16 and 18 now correctly indicate the gearset to which the interactive pressure value is transferred.

In claim 13, it is indicated in the preamble of the claim that each gearset has a controller. This provides an antecedent for the subsequent expression “controller for the one gearset.”

The term “shift progression information” in claim 13 has been changed to “shift progression” and “shift progression rate” in order to make that language agree with its antecedent.

The expression “measuring actual input speed” has been changed to “measuring actual input speed for the one gearset.” Also, the speed error recited in claim 13 now is identified as a speed error between the desired input speed and the actual input speed for the one gearset.

Claim 27 has been amended to change the term “one gearset” to “first planetary gearset” in order to make that term agree with the antecedent. Likewise, the term “second gearset” now has been replaced by the term “second planetary gearset” to provide better correlation with its antecedent.

The changes in the last paragraph of claim 27 make it more clear which friction element’s command pressure is being changed during a swap shift.

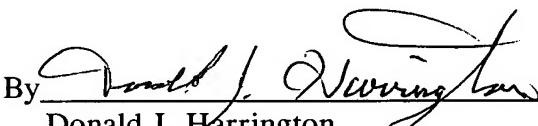
Claim 38 has been changed so that it is dependent on claim 37 rather than claim 34. Claim 38 was intended by Applicants to be a dependent claim based upon claim 37.

Applicants are submitting with this Amendment changes to Figure 2a and 6 to correct minor drawing errors. A copy of the amended figures is attached to this Amendment and the changes have been indicated by red ink check marks.

It is believed all of the issues in the Office Action dated December 2, 2004 have been resolved by this paper. Claims 1-11, 37, 38 and 40 are allowed. The remaining claims are indicated to be allowable if they are amended to overcome the formal matters to which the Examiner has referred. It is believed that claims 12-36 and 38 now should be grouped with the allowed claims and that a Notice of Allowance should be issued. This action is solicited respectfully.

Respectfully submitted,

IHAB SOLIMAN et al.

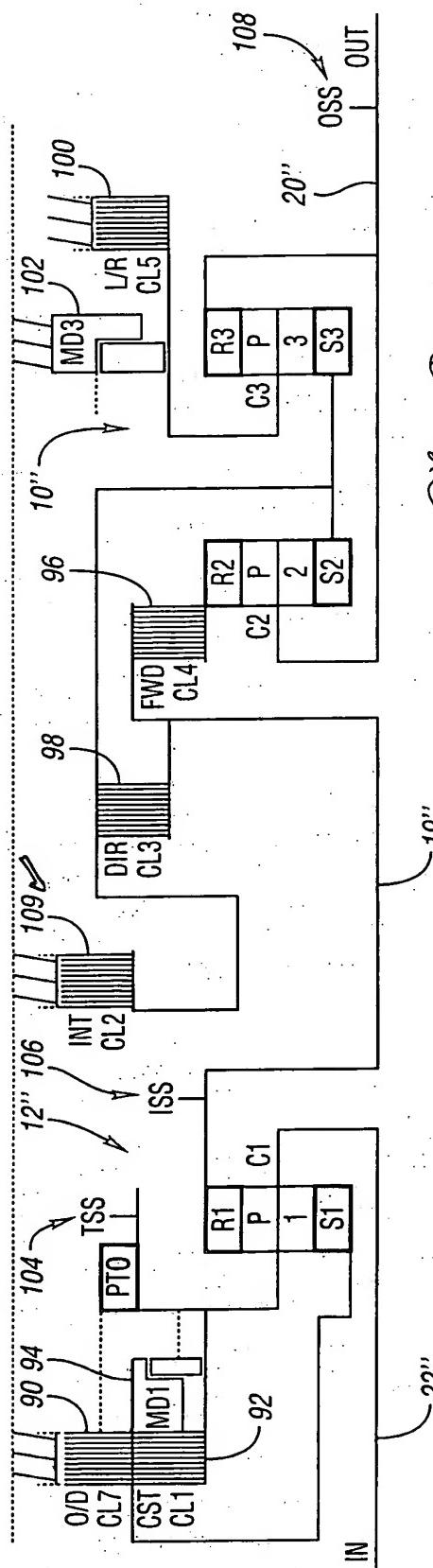
By 
Donald J. Harrington
Reg. No. 17,427
Attorney/Agent for Applicant

Date: March 2, 2005

BROOKS KUSHMAN P.C.
1000 Town Center, 22nd Floor
Southfield, MI 48075-1238
Phone: 248-358-4400
Fax: 248-358-3351

Application Serial No. 10/699,383
 Reply to Office Action of December 2, 2004
 Annotated Sheet Showing Changes

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The diagram shows two tables of gear ratios:

GEAR	1	2	3	4	5	6
2-SPEED OD SET	LOW 1	HIGH 0.712	LOW 1	HIGH 0.712	LOW 1	HIGH 0.712

3-SPEED SIMPSON GEAR SET	1st	1st	2nd	2nd	3rd	3rd
TOTAL GEAR RATIO	3.090	3.091	1.538	1.539	1.000	1.000

Annotations include handwritten numbers 20, 21, 22, and 23, along with arrows pointing from the tables to specific gear ratios.

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